Patent claims

1. A method for power optimization in a vehicle/train, using time reserves which are included when a schedule is planned, an overall route to be covered between a starting stop and a destination stop being subdivided into a number of sections and each section being assigned a specific time reserve and in order to achieve a power-saving travel mode with the aid of an optimization algorithm, the individual time reserves are managed at a higher level, wherein the individual time reserves are included in the optimization in a flexible manner in such a way that the time reserves which are not used in a route section are added proportionally to the following route sections, the time reserves granted to the individual route sections being assessed differently, in that the use of time reserve in the individual sections is taken into account as a "penalty term" in the optimization, so that the use of time reserve is "penalized" more the closer to the starting stop it takes place and is "penalized" less the closer to the destination stop it takes place.

2. The method as claimed in claim 1, wherein in each case latest times of passage relating to the individual sections are included as boundary conditions in the optimization.

3. The method as claimed in claim 1 and/or 2, wherein times of passage are predefined in the form of time windows with predefinition of an earliest and latest time of passage.

4. The method as claimed in one of claims 1 to 3, wherein short-term predefinitions arising during the journey are combined with long-term, known plans and are included as boundary conditions in the optimization.